The Chicago Tribune.

VOL. 23. CHICAGO, MONDAY, NOVEMBER 22, 1869. NUMBER 145.

FOREIGN.

Completion of the Passage Through the Suez Canal.

The Depth of the Canal and the Character of the Work.

The Fleet to Start on Its Return To-Morrow.

Spain—Republican Protest in the Cortes.

EGYPT.

[illegible]

FRANCE.

[illegible]

SPAIN.

REPUBLICAN PROTEST.

[illegible]

GREAT BRITAIN.

THE GALES.

[illegible]

SPRINGFIELD.

Returns of the Late Election—New Corporation—Paying Taxes—Ministerial Change, Etc.

Special Despatch to The Chicago Tribune.

SPRINGFIELD, Nov. 21.

[illegible]

INDIANAPOLIS.

Union Stock Yards—Judicial—Pork Packing—Army of the Cumberland, etc.

Special Despatch to The Chicago Tribune.

INDIANAPOLIS, Nov. 21.

[illegible]

PENNSYLVANIA.

A Whole Family Murdered in Huntington by Two Desperadoes, and the House Set on Fire—Arrest of the Murderers.

[illegible]

THE DOMINION.

Father McMahon Contradicted—Gone a Hunting—Judicial Corruption.

[illegible]

ST. LOUIS.

The Provision Market—Inquest on the Recent Accident—Two Men Badly Injured—Report on the Stonewall Disaster, Etc.

[illegible]

NEW YORK.

Special Despatch to The Chicago Tribune.

NEW YORK, Nov. 21.

[illegible]

OMAHA.

Snow-Storm—Attempted Murder and Robbery—Junction of the Two Pacific Railroads.

Special Despatch to The Chicago Tribune.

OMAHA, Nov. 21.

[illegible]

MEMPHIS.

Railroad Accident—Murder.

[illegible]

WASHINGTON.

Twenty-five Spanish Gunboats Detained in New York by Order of the President.

Alabama Claims Question Reported Reopened.

Special Despatch to The Chicago Tribune.

WASHINGTON, Nov. 21.

THE SPANISH GUNBOATS.

The twenty-five Spanish gunboats have all been brought to New York, and several of them are ready for sea. They are, however, held by the navy on an order from the President, Peru being the complainant. How long they are to be retained does not yet appear, but Peru has not yet justified the suspicion that they are intended for use against her.

ALABAMA CLAIMS.

There is good reason for believing that government has reopened correspondence with Great Britain on the subject of the Alabama claims, but nothing is known as to the progress of the matter. It is possible the President may have something to say about it in his message.

CENSUS COMMITTEE.

The Census Committee hopes to have a quorum at the meeting to-morrow. Four members are already here. They are going to take up the large mass of papers in the hands of Mr. Garfield, carefully examine all the suggestions, and then draw up a bill so as to present it in print on the assembling of Congress.

PERSONAL.

Secretary Boutwell returned from Massachusetts last evening, and will remain here through the winter. Assistant Secretary Richardson remains in the department till New Year's, then resigns and resumes his duties at home.

TYPOGRAPHICAL UNION.

The Typographical Union had a meeting last night, at which, as usual, the negro question was under debate. No action was had, and the matter went over for another month. The Superintendent of the Government Printing Office still stands by Douglass, and the union will not be able to make any headway against him.

JUDGE BLACK.

Judge Black is among the last arrivals here. He is still obliged to carry his arm in a sling, and has not settled with the railroad company. They say they will not pay a doctor's bill of five thousand dollars, but are ready to pay the money to him, and let him do with it as he pleases. He will probably accept their terms.

THE CENSUS COMMITTEE.

[illegible]

NOT TRUE.

A telegram from Ottawa, dated November 18, states, on what is termed good authority, that there is no truth in the report from Washington that the Government of the Dominion had threatened retaliatory measures if the present restriction on commercial intercourse was continued by the United States. In the despatch of the 14th inst. referred to, no such words as threatened or retaliation were used in the statements made in that despatch, and are amply substantiated by the speech on the budget by the Finance Minister, in May last, and by other public documents of the Dominion, fully endorsed by the Privy Council.

MILWAUKEE.

Burning of the Propeller Belle.

Special Despatch to The Chicago Tribune.

MILWAUKEE, Nov. 21.

The little propeller Belle, engaged in shore trade, was burned to the water's edge, near Port Washington, last night. About half an hour after the fire was discovered, boats from the shore visited her, but saw no signs of life, and, as near as they could ascertain, one of the lifeboats was gone, which leaves hopes that the crew escaped and were picked up by a passing vessel. She was owned by Mr. Larkins of this city, and valued at $10,000 to $15,000. She was loaded with lumber. Captain Chas. Meyers, Patrick Barnes, and Geo. Wall are all the names that could be procured. There were probably three others, and, perhaps, a few passengers.

DETROIT.

The Recent Gale—Reports of Vessels Ashore—Vessel Burned, Etc.

Special Despatch to The Chicago Tribune.

DETROIT, Nov. 21.

Nothing of much importance from the recent gale has been received, although reports of unknown vessels being ashore come in thick and fast. The schooner Bermuda, of this city, has gone ashore six miles from Marquette. The steam barge Mariner was burned Saturday night, in the river Thames, but no lives were lost. The origin of the fire was not known. She was fully insured.

ILLINOIS.

Constitutional Convention—Forty-fifth District—Official.

Counties.	REPUBLICANS.			DEMOCRATS.		
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bureau	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Putnam	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Woodford	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Marshall	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Average Republican majority, [illegible].

[illegible] votes in the district; and there were [illegible] scattering.

COLORADO.

Terrific Tornado at Georgetown—A Portion of the Town Nearly Destroyed—Church Demolished, Trees Uprooted, Etc.

[illegible]

THE GALE.

Its Effect at Hudson and Albany.

[illegible]

TRAGEDY AT KOKOMO, IND.

Joseph Vanhorn Killed—Lieutenant Daugherty Avenges his Sister's Honor.

From the Kokomo, Ind., Tribune, Nov. 18.

[illegible]

TERRIBLE CATASTROPHE.

A New Building in Ruins—Several Men Buried in the Bricks and Timbers—A Fearful Scene.

From the St. Louis Democrat, Nov. 19.

[illegible]

THE DETAILS OF THE CATASTROPHE.

[illegible]

MASONIC NOTICES.

Masonic.

[illegible]

E. N. TUCKER, Sec.

Masonic. Attention, Sir Knights.

[illegible]

JOHN WHITLEY, Recorder.

FOR SALE.

HOMES FOR THE PEOPLE.

[illegible]

C. N. PRATT, General Agent.

FOR SALE,

AT A BARGAIN,

A Richards Corn Sheller,

[illegible]

T. W. BAXTER & CO., [illegible]

REMOVAL.

REMOVAL.

J. M. W. JONES,

[illegible]

NOS. 108 & 110 RANDOLPH-ST.

[illegible]

GAS FIXTURES.

GAS FIXTURES.

ALL NEW STYLES at a reduction of 20 per cent, at McGINLEY'S, 102 Washington-st.

BOOKS AND STATIONERY.

CHEAP BOOK STORE,

136 East Madison-st.

[illegible]

SITUATION WANTED.

Flax & Cotton Manufacture.

[illegible]

LUNCH.

FREE LUNCH.

[illegible]

DRY GOODS.

FIELD, LEITER & CO.,

State & Washington-sts.,

Announce, for MONDAY, Nov. 22,

Large Reductions

In PRICES in their

DOMESTIC DEPARTMENT,

AND NAME AS

SPECIAL BARGAINS:

[illegible]

HEAVY UNION GRAY at [illegible]

[illegible]

The Best and Cheapest Stock of

Bed Blankets, Carriage Robes, Rugs, &c.,

[illegible]

White Flannels,

[illegible]

Wauregan Prints,

WARRANTED FAST COLORS,

At 10c. per yard.

FURS.

THE

FINEST FURS

AT

STRYKER & BARNES',

FUR MANUFACTURERS,

Corner Washington & Clark-sts.

CLOTHS.

WASHINGTON MILLS

6-4 Scotch Cheviots.

[illegible]

ALSO,

Light Weight Bannockburns,

A new article, now for the first time offered to the trade.

HEAVY BANNOCKBURNS,

[illegible]

FOR SALE BY

E. O. TUFTS & CO.,

45 and 47 Franklin-st., Boston,

83 and 85 Worth-st., New York.

STATIONERY GOODS.

DIARIES FOR 1870.

[illegible]

CULVER, PAGE & HOYNE.

WILLBUR'S PATENT

Initial Press

AND

BANK CHECK CANCELLER

[illegible]

CULVER, PAGE & HOYNE.

Photograph Albums.

[illegible]

CULVER, PAGE & HOYNE.

WOOL.

NINTH REGULAR

Public Sale of Wool.

Our Ninth Regular Public Sale of Wool will take place on THURSDAY, December 9th, 1869.

[illegible]

WALTER BROWN & CO.,

Nos. 96 and 98 Park-place,

Cor. Church-st., New York.

LAKE NAVIGATION.

For Green Bay and Lake Superior,

Via ESCANABA.

The Upper Cabin Steamer

ST. JOSEPH,

[illegible]

T. G. BUTLIN, Superintendent.

DYE WORKS.

CHICAGO STEAM DYE WORKS.

COOK & McLAIN,

109 South Clark-st., and 80 Dearborn-st., Chicago.

The Largest Dye Works IN THE WEST.

[illegible]

OCEAN STEAMERS.

FOR LIVERPOOL AND QUEENSTOWN.

INMAN LINE OF MAIL STEAMERS, SAILING FROM NEW YORK EVERY SATURDAY, AND ALTERNATE TUESDAYS.

[illegible]

COPARTNERSHIP NOTICES.

COPARTNERSHIP.

[illegible]

DIETRICH & CO.

[illegible]

PROFESSIONAL.

Dr. T. P. THORPE,

AT THE BRIGGS HOUSE.

CURES BY "LAYING ON OF HANDS," [illegible]

STORAGE.

STORAGE

[illegible]

TELEGRAPHY.

WESTERN UNION TELEGRAPH CO.

GREAT REDUCTION IN RATES.

The Western Union Telegraph Company has reduced its rates, to take effect Monday morning, Nov. 22, about 33, and in many cases 50 per cent below the rates recently advertised by competing Companies.

A FURTHER REDUCTION

In rates for Night Messages has also been made.

The following Comparative Statement of Tariffs to principal points shows reduction:

	New rate.	Old rate.
Albany	$1.00	$2.10
Boston	1.50	2.30
Buffalo	1.00	1.35
Cincinnati	50	1.00
Hartford	1.50	2.20
Louisville	75	1.35
New York	1.00	1.75
Philadelphia	1.00	1.80
St. Louis	50	75

To Western Points the Reduction is Still Larger.

	New rate.	Old rate.
Dubuque	$ 20	$ 40
St. Paul	50	1.50
Minneapolis	50	1.50
St. Anthony	50	1.50

Other North River Towns in like proportion.

The rate for Night Messages to all of above named Offices is made on the basis of TEN WORDS, instead of Twenty, as heretofore.

New York, 50c for ten words.
Boston, 75c " " "
Cincinnati, 25c " " "
St. Louis, 25c " " "

R. C. RANKIN,

MANAGER.

GENERAL NOTICES.

A RARE OPPORTUNITY

IS OFFERED BY

E. T. BOWER,

[illegible] who will have at the office of the Matteson House for the next week, a

Street Car Fare Receiver and Register.

It receives the fare, deposits it safely and accurately, registers every fare, and

Precludes every Possibility of Tampering with the Funds.

[illegible]

NOTICE.

I wish the public to understand that I have not withdrawn from the firm of

GARDINERS, WEST & CO.

[illegible]

GARDINERS, WEST & WHEELER

[illegible]

BENJ. F. WEST,

Of the firm of Gardiners, West & Co.

NOTICE

[illegible]

W. BEUCH.

HARDWARE.

WILLIAM BLAIR & CO.,

WHOLESALE DEALERS IN

Hardware, Tin Plate and Metals, Tinners' Tools and Machines,

179 & 181 Randolph-st., Chicago.

[illegible]

DRESSED HOGS.

Dressed Hogs

[illegible]

COMMISSION MERCHANTS.

C. T. BUDDECKE & CO.,

(ESTABLISHED 1836.)

Commission Merchants,

NEW ORLEANS,

[illegible]

L. H. RINDGE,

[illegible]

General Commission Merchant,

[illegible]

CHALFANT'S COCO CREAM.

CHALFANT'S COCO CREAM.

[illegible]

BURNHAMS & VAN SCHAACK,

CHICAGO.

DISSOLUTION NOTICES.

DISSOLUTION.

[illegible]

DISSOLUTION.

[illegible]

FINANCIAL.

HARVEY FISK. A. S. HATCH.

OFFICE OF

FISK & HATCH,

BANKERS

AND

Dealers in Government Securities.

No. 5 Nassau-st., New York, [illegible]

[illegible]

FIRST MORTGAGE

SIX PER CENT GOLD BONDS

OF THE

WESTERN PACIFIC

Railroad Company,

OF

CALIFORNIA.

[illegible]

METROPOLITAN LINE

Of the Pacific Coast,

[illegible]

LUCRATIVE LOCAL TRAFFIC,

[illegible]

$600,000 PER ANNUM

[illegible]

TEN MILLIONS OF DOLLARS,

[illegible]

$2,800,000.

[illegible]

Ninety, and Accrued Interest,

[illegible]

FISK & HATCH,

Bankers.

[illegible]

GIFT CONCERT.

GIFT CONCERT.

$17,000 FOR ONE DOLLAR.

DISTRIBUTION OF $50,000

IN PREMIUMS.

[illegible]

NO. OF PRIZES, [illegible]

60,000 Tickets at $1.00 Each,

[illegible]

Concert and Distribution of Prizes to take Place at Aurora, Ill., THURSDAY, January [illegible]

[illegible]

Desirable Farm Property,

[illegible]

LOTTERY.

The Drawing of Spanish Poli

TAKES PLACE DAILY

[illegible]

Chances 10 Cents Each.

[illegible]

J. M. BLAKE & CO., [illegible]

REMOVING THE CAPITOL.

[illegible]

LOTTERY,

[illegible]

TO RENT.

TO RENT.

[illegible]

CHARLES GOODMAN,

130 Washington-st.

TO RENT,

In New Tribune Building,

Fire-Proof Stores or Roo

[illegible]

WM. C. DOW,

118 LaSalle-

NEW HOTEL,

OR FOR

Business Purpose

[illegible]

TO RENT.

Stores 38 and 40 LaSalle-

Formerly occupied by J. B. [illegible]

WM. C. DOW,

118 LaSalle

WHITE LEAD.

ESTABLISHED [illegible]

"PHOENIX"

PURE WHITE LEA

[illegible]

ONE OUNCE OF COL

[illegible]

ECKSTEIN, HILLS & CO.,

[illegible]

CHASE, FAVOR & GARRETT [illegible]

AGENTS WANTED.

[illegible]

FURNITURE.

FASHIONABL FURNITU

Wm. W. [illegible]

COAL.

Morris Co

[illegible]

THE LOWEST [illegible]

EYE AND EAR.

DR. J. S. WALKE

[illegible]

The Tribune.

[illegible]

MONDAY, NOVEMBER 22, 1869.

THE VANDERBILT-ERIE CASE.

The suit of the Erie Railway Company (Fisk and Gould) against Cornelius Vanderbilt commenced in New York on Saturday with the testimony of Vanderbilt. This remarkable case involves probably the financial existence of Fisk and Gould. The history of the case is that of the Drew-Vanderbilt warfare of 1868. It will be remembered that Drew was for many years the Treasurer of the Erie Railway, and in fact, though not in name, its governing Director. Vanderbilt had in his time made fortunes for himself and his friends by successful operations in Harlem, Hudson River, and New York Central, and had become the manager of all these roads. His ambition was directed to Erie,—and that ambition was intensified because Erie was in the hands of Daniel Drew, his only rival in railroad and financial affairs. The result was that shortly before the election for Erie Directors, in October, 1867, he undertook to buy up the stock of that company. That struggle was, however, a short one, and the rivals patched up a truce, the result of which was that Vanderbilt was to have a representative among the Erie Directors. Drew was to be nominally defeated, but was to be immediately elected to fill a vacancy in the board, and the new allies were to get up a pool to control the price of stocks. Drew managed this pool so admirably that Vanderbilt's friends and partners were victimized to a fearful extent, and Drew and his friends carried off the profits. The truce was, therefore, broken, and Vanderbilt resumed his operations to get control of the Erie Road. In February, 1868, hostilities commenced openly. Vanderbilt undertook to corner Drew on Erie. He applied to and obtained from Judge Barnard an injunction to restrain Drew and the Erie Directory from issuing any more stock, and having obtained these, and countless supplementary legal restrictions upon his enemy, he proceeded to purchase Erie stock. The "corner" was fixed for the 10th of March. Drew continued to issue his contracts for stock, deliverable at a future day, and, as the time for the corner approached, he, too, had resort to the courts. Injunctions and counter injunctions were issued by the courts, and orders for arrests for contempt were issued daily. In the meantime Drew and his fellow-Directors fled to New Jersey, and obtained a new charter from the Legislature of that State. During these proceedings Drew and his associates issued bonds of the company, convertible into stock, and in the proceedings thus purchased the Boston, Hartford & Erie Railroad. In this way, the millions of bonds, converted or convertible into Erie stock, were placed in Drew's hands, to be thrown upon the market when needed. Vanderbilt, unconscious of these transactions, all of which had been done in violation of injunctions, kept on buying. At length the truth became known, and the corner failed, and Drew and his partners carried off to New Jersey seven millions of dollars of Vanderbilt's money, the latter holding 100,000 shares of Erie. Fisk, Gould, and Drew profited largely by the transaction. As a company, they had sold the stock to Drew's brokers at 72, and as individuals they had sold largely of it at [illegible]. The affair was then transferred to the Legislature, where the fight was renewed. Drew, Fisk, and Gould sought a legislative ratification of what they had done, and Vanderbilt opposed it. The Legislature, by a vote of over two-thirds, rejected the bill. A few days after, Vanderbilt withdrew his opposition, and the bill passed almost unanimously. Why Vanderbilt withdrew his opposition was unknown at the time. These proceedings continued until April, when a treaty was drawn up between the parties. The various suits were withdrawn, arrests discharged, and the Erie Board returned to New York. Vanderbilt was still carrying his 100,000 shares; some of his friends were also heavily burdened; Drew wanted to settle up his affairs as Treasurer, and to get a release from the company; and in July, 1868, the entire business was closed out upon the following basis: Messrs. Work and Schell, Vanderbilt's friends, were to receive $450,000; [illegible],000 shares were to be taken from Vanderbilt, he to receive $2,500,000 in cash and $1,250,000 in bonds of the Boston, Hartford & Erie Road at 80. He was also to receive $1,000,000 for the option to take the remaining 50,000 shares of Erie within four months at 70. Drew paid to the Erie Company $540,000 in full settlement of his claims. The owners of the Boston, Hartford & Erie Road got $5,000,000 of the bonds for their property; and, as their share of the plunder, the Erie Railroad was turned over to Fisk and Gould. Drew retired, and the great war was ended.

This suit by Fisk and Gould, representing the Erie Railway Company, is to recover from Vanderbilt the amount of money thus paid to him. It will be observed that the Erie Directors and officers all had a dual character. As individuals they purchased the bonds and stocks of the company; as Directors they voted the [illegible] and ordered the sale of bonds and [illegible] to themselves at a stated price. As [illegible] they sold to Drew at 72, and as [illegible] to Vanderbilt at 80, and as [illegible] they purchased back the bonds or [illegible] from themselves at par. The most [illegible] question at present is, Did Vanderbilt, in his "settlement," deal with these [illegible] as Directors or individuals? He says he sold his stock to them as individuals, and not to the company; that his dealings were with Drew, Gould, and Fisk, and not with the Directors or the Erie corporation. On this point will turn the whole case in [illegible]. That objection goes to the [illegible] of the company to sue him in the [illegible] of dealings with Drew, Fisk, and [illegible]. The fact that these men operated [illegible] the stocks and bonds of their company, as individuals, whenever it so [illegible] them, is notorious. Indeed, [illegible] used their official functions [illegible] aid in their personal operations, taking to themselves all the profit, and, when [illegible] was a loss, they saddled it upon the [illegible]. The war with Vanderbilt cost [illegible] Erie Railway Company not less than [illegible] millions of dollars, but that does not [illegible] the question whether Vanderbilt [illegible] with the company or with the Directors personally. The Erie Railway was the [illegible] in that war; it paid all the expenses, [illegible] sustained all the loss, while whatever [illegible] was made went to the personal [illegible].

[illegible]

… announcement of the Atlantic and Pacific and affiliated opposition lines of further reductions, made on Saturday last, is "trumped" on Monday by the promulgation of the following tariff by the Western Union, to go into effect on and after to-day:

For messages of ten words, and same rate for all over ten, as follows:

From Chicago to—	New rate.	Old rate.
New York	$1.00	$1.75
Albany	[illegible]	[illegible]
Boston	[illegible]	[illegible]
Buffalo	[illegible]	[illegible]
Hartford	[illegible]	[illegible]
Philadelphia	[illegible]	[illegible]
Washington	[illegible]	[illegible]
Baltimore	[illegible]	[illegible]
Cincinnati	[illegible]	[illegible]
Louisville	[illegible]	[illegible]
St. Louis	[illegible]	[illegible]
St. Paul	[illegible]	[illegible]
Minneapolis	[illegible]	[illegible]
St. Anthony	[illegible]	[illegible]
Dubuque	[illegible]	[illegible]

For all messages sent at night, *twenty* words, instead of ten, will be sent at the above rates. This scale of charges will suit the public first-rate; they look quite fair and reasonable, and realize, to considerable extent, the advantages which were expected to accrue from the adoption of a postal telegraph system. If the company will give this tariff a fair trial for sufficient length of time, we have faith that the increase of business will reimburse the apparent loss in rates. A temporary reduction can not be expected to double the number of messages; it will take time; but, in even the short space of six months, a very large increase of business will inevitably result. That more messages will be sent to New York at a dollar each than would be at a dollar and three-quarters requires no argument to prove, as experience will quickly demonstrate it.

If a further material reduction of the new scale shall result from this rivalry of the competing lines, all schemes before Congress, or intended to be brought before it, will be laid on the shelf, or incontinently give up the ghost.

A RATIFICATION IS FINAL.

The New York *Herald* expresses the opinion that the newly-elected Legislature of New York, being Copperhead, may rescind the vote of ratification of the Fifteenth Amendment already made by that State.

A rescinding resolution would not be worth the paper on which it was written. When a State once ratifies an amendment to the constitution submitted by Congress, the act is final so far as that State is concerned. A State may withhold her consent; and, if one-fourth of all the States withhold their consent, the proposed amendment is not adopted. A Legislature is not bound to act on an amendment. It may vote not to ratify, or it may decline to vote at all. So long as the consent of the State is withheld, it counts against the ratification; but, whenever a majority of each branch of the Legislature votes to ratify, the sanction of the State is given, and the act is irrevocable. The constitution makes no provision for rescinding State votes of ratification at any subsequent period. The power of the State over the question is exhausted when its assent has been obtained in the mode prescribed by the constitution. The formal ratification of the Fifteenth Amendment by the State of New York has been certified to the State Department by the Governor, and that ends the matter, so far as that State is concerned. Amendments to the constitution are not like footballs, to be kicked backwards and forwards between Congress and the State Legislatures, but are solemn, irreversible acts of the law-making powers of the National and State Governments, and each step is complete in itself. Congress cannot recall an amendment after it has been submitted to the States any more than a State can recall its assent after it has agreed to the amendment.

For New York to rescind her ratification would be to commit an outrage and a flagrant wrong on twenty-one sister States which have ratified the amendment, and on the remaining States which intend doing so. Playing fast and loose in that way is something not contemplated or permitted by the constitution, which points out how a State may consent to an amendment, but prescribes no mode of undoing the act. Let those who claim that a State may rescind its ratification cite a clause of the Constitution of the United States which authorizes it to be done. If they fall back for authority on the Calhoun doctrine of State imperialism, we point them to the explosion of that dogma by gunpowder during the "late unpleasantness" between the advocates of *National* Union and State Sovereignty.

WHY SHIPS DO NOT PAY.

Mr. A. A. Low, the well-known New York shipper and merchant, discusses in the last *Putnam* the reasons of our defeat in the struggle with England for the "sovereignty of the seas." He credits England with the due influence of her liberality in sustaining a navy, but attributes her success more to the encouragement of her commercial marine, and especially to the subsidizing of her steamers, than to her victories at Trafalgar and the Nile. Our own decline in shipping he attributes to the substitution of steamers for sail-vessels, beginning about 1837-8; the advance from wooden to iron steamers; the reduced freights which followed the vast increase of tonnage caused by the California trade; and the war of the Anglo-rebel cruisers on our ships during the rebellion. He recommends a system of subsidies, and appears to regard the so-called "subsidy" to the Pacific Railway as a reason why lines of steamers should be subsidized. If lines of steamers would pay not only their current expenses, which they will not, but the interest and ultimately the principal of the loan extended to them, and all beside they would strew along their pathway through the trackless wastes of ocean the happy homes of millions, building up a new continent, and filling it with American villages and towns, then indeed the claims of ocean steamers might be compared to those of our trans-continental lines of railway. If the causes of our decline in shipping were only those which Mr. Low states, a subsidy would not help them. Subsidies cannot carry us back from steam to sails, from iron to wood, from low ocean freights to high, nor neutralize the superiority gained by England during the rebellion. But these are not the only causes of our inferiority. Indeed, these, as superficially stated by Mr. Low, are, except the last, not causes at all. Why cannot America contend with England as readily by steam as by sail, in iron ships as in wooden, with low freights as with high? These conditions do not, at first blush, strike the mind as containing any sources of inequality between England and America.

Other facts need to be taken into view. And, first, it must be remembered, in all discussions relative to our decline in ships and ship-owning, that it does not mean a decline in foreign commerce. The quantities and values of merchandise which enter our ports were never greater than during this period in which we have been selling out, wrecking, sinking, and otherwise losing the ships in which these freights are carried. Our exports of merchandise have been diminished since we have taken to exporting gold and bonds, but the fact substantially remains that we never were carrying on so large, so active, or apparently so profitable a commerce with Europe as to-day. It is navigation interests, the interests of ship-owners, builders, masters, and crews, not importing interests, or the interests of merchants and traders, that are suffering. Among the causes, not enumerated by Mr. Low, of our withdrawal from competition with England in the carrying trade are:

1. The greater cheapness and lower rates of interest in England of the capital required to be invested in shipping, and the consequently lower rates of profit, which furnish a sufficient recompense for its use and stimulant to its investment.

2. The more abundant demand for capital here, to settle and improve our vast unoccupied continent, and which furnish ample opportunities for the more profitable investment of capital than we could find in ocean steamers, however subsidized.

3. The insular and central position and limited area of England. Insularity renders her foreign commerce almost her only means of commerce; while we pass more freight through the Erie Canal than our foreign commerce ever amounted to, our domestic commerce being very much greater than our foreign, and constantly and relatively increasing. Her centrality enables ships at her wharves to select freights for whatever voyage they choose, while ships at American wharves have the choice of a smaller number of ports. [illegible] commerce of our own, without going away from home.

4. But by far the most powerful disadvantage under which American capitalists labor in attempting to compete with British in the matter of ship-owning, is the higher national and State taxation.

The taxes on iron, lumber, copper, cordage, canvas, and other ship-building materials, range from thirty to one hundred per cent. They form a part of the system which is called "protection to American industry." The attempt has been repeatedly made to procure a "drawback" on ship-building materials; that is, to obtain a bounty from the National Treasury equal to the duty paid by ship-builders upon the same. But this project has met the opposition of both protectionists and free-traders—the former opposing everything which bids fair to make a breach in their system, and the latter being unwilling to cure the evils of the bounty system by voting fresh bounties to a few of the sufferers. The foreign ship-builder is free from all of this kind of taxation. Moreover, if the Cunards should transfer the ownership of their line of steamers from Liverpool to New York, they would immediately be subjected to State and municipal taxation equal to two and one-half per cent on their capital, from which they are now exempt. These reasons are of themselves sufficient, so long as they exist, to confine ship-building and ship-owning, except as to coastwise commerce, which is restricted by law to American vessels, almost wholly to foreigners. To attempt to build up a branch of industry with one hand which we are pulling down with the other is manifestly absurd.

THE "INTEREST" FALLACY.

The Chicago *Times* revives one of the most specious of the financial fallacies relative to our currency. It claims that the retirement of the greenbacks and substitution of the National Bank notes will "drive "from circulation between three and four "[illegible] dollars of currency, "furnished by the government, and which "does not cost the people a penny for interest, and replace it by a like amount, "for which the people will have to pay "eighteen or twenty millions of dollars "yearly in interest." 1. If the *Times* will inform us where we, or any portion of "the people," can borrow ten thousand dollars in greenbacks without paying a penny for interest, it will confer upon us a favor. So far as our information extends, the people who want to use or get the greenbacks to-day pay the same rate of interest for them that they would for the bank notes, and would continue to do so if our whole currency were in greenbacks.

2. But it is said the government saves the interest on the greenbacks, compared with what it would have to pay on a like sum invested in bonds. Before estimating the amount saved, calculate how much the government loses by collecting $170,000,000 of internal revenue taxes per year in a currency which is at a discount of twenty cents per dollar, and by the increased salaries for which the depreciated currency forms the apology and excuse. These losses will be found to quite offset the annual interest on the volume of greenbacks afloat.

3. The inevitable consequence of using as a currency a government promise, not redeemable on demand, and whose redemption in gold is wholly unsecured by salable "collaterals," like the notes of banks, is, that the currency will be depreciated. If we are ever to come to and sustain a currency at par with specie, and which shall not be a swarm of lies worse than the swarms of lice which overran Egypt, we must make it consist of notes whose redemption in coin, at par, is abundantly secured by salable bonds deposited in pledge with the Comptroller. If the *Times* knows any other way of keeping a paper currency at par let it propose it. Thus far in the world's financial history none other has ever existed. An exclusive greenback currency means perpetually irredeemable and depreciated currency. The losses to the government and people by such a currency, as we have shown, are greater than the mere interest on its sum.

4. The bonds which will be pledged by banks as the basis of banking, and on which the government will pay interest to the banks, are already issued, and the government will pay interest on them in any event. Instead of increasing the amount of interest required to be paid by the government, the competition between the banks for the purchase of the bonds will cause them to be the first to offer to take the bonds of the government at lower rates of interest. Through them, rather than abroad, we may expect to accomplish the great work of refunding the debt at a lower rate of interest.

5. Only by an extension of the National Banking system so as to make it one of free banking and specie redemption can the country be supplied with that which it most needs, after reduced taxation to revive its sinking industries,—a sound, well-secured, abundant currency at par with the currency of the world.

A special Washington despatch unfolds Secretary Boutwell's financial views as follows:

"1. The National Banks to redeem their notes for greenbacks by July 1, 1870; 2. The government to redeem its greenbacks in gold after January 1, 1871; 3. Free banking for all parties upon bonds bearing interest at four per cent in gold; 4. This point is not quite settled. There is some division in regard to the question whether the banks shall be permitted to issue notes as notes, or whether the United States shall take charge of all the circulation by the issue of greenbacks on a plan somewhat similar to the Bank of England. It is, however, understood that no greenbacks of a smaller denomination than five or ten dollars will be issued."

In the absence of any definite statement from the Secretary himself, it is improper to hold him responsible for the foregoing unintelligible, impracticable, and impossible scheme. It would seem to imply either that all paper currency of every description shall be extinguished as early as January 1, 1871, or that all existing paper shall be taken up within that period, and some other kind of paper substituted, the precise nature of which is not determined. Either plan is wholly futile and impossible of execution by any power short of omnipotence. The National Banks redeem their notes in greenbacks now. Why should they be called on to do so on the 1st of July next particularly? The government does not redeem its notes in gold, and cannot do so as early as January 1, 1871, although it may and ought to make some visible and sensible progress in that direction. The programme shadowed forth looks like an attempt to navigate the air by pulling on one's boot straps.

MISCELLANEOUS.

The garrulity of hair-dressers has produced a rebellion in London. At several West End establishments the operators are now forbidden to open their mouths unless spoken to; while the system of parading whole cellars of oil bottles and scent cases before the customer, is also done away with. For this reform an additional charge is made, which covers the losses entailed by the change.

The Sacramento *Union* of Nov. 4 says: "A notice has been issued by the Central Pacific Railroad Company to its agents—a copy of it being posted at the ticket office of the passenger depot in this city—directing that on and after November 1, all freight charges and ticket rates payable in currency will be receivable only in currency. Coin will not be accepted at any figure. People designing to go East will bear this fact in mind. If by any accident they delay applying for tickets until a few moments before the departure of trains, and have not the greenbacks to tender, they will have to remain over twenty-four hours, or else pay train rates, which will greatly increase the expense."

From intelligence received through Mr. Thornton, the British Minister, it appears that Her Majesty's government is prepared to reduce the single rate of postage for prepaid letters between the United States and the United Kingdom to three pence. It will be remembered Postmaster General Creswell submitted a proposition to the British Post Office Department, on the 5th ult., to reduce the letter rate of postage from twelve to six cents, to take effect on and after the 1st of January, 1870, of which two cents would be sea postage and two cents inland postage of each country. There is little doubt, therefore, of the early adoption of the measure of postage reform so earnestly desired by the people of the two countries.

The Suez Canal is no failure. Captain [illegible], of the steam launch [illegible], of the British Peninsular & Oriental Company, having gone through the Suez Canal from sea to sea, taking soundings all the way, reports the least depth of water in the channel to be twenty feet, and that the other obstructions were being rapidly removed.

Co-operation has just gained a signal triumph in Paris, where it threatens to seriously cripple the business of the large retail dry goods shops. Last spring the clerks employed in these establishments petitioned for Sunday as a holiday, and for some abridgment of the hard drudgery to which they were subjected. Their employers seemed at first disposed to comply with their request, but finally declined positively to do so. A general strike among the clerks was the result. Disagreements of this nature are not uncommon between employer and employe, and not unfrequently work to the disadvantage of the latter; but in the present instance the clerks have turned the tables upon the shopkeepers by organizing themselves into co-operative societies, and opening enormous stores, exceeding in size any others in Paris. The [illegible] send them all the goods they need, and associations representing an aggregate of two hundred thousand workingmen have promised their custom.

PHILADELPHIA.

Its Municipal and State Politics.

Geary and the Brewsters.

A Remarkable Political Intrigue.

[FROM OUR OWN CORRESPONDENT.]

PHILADELPHIA, Nov. 18.

For a happy study in human nature and political society take up the Eastern cities. New York the slave girl of Tammany; Baltimore no better, with as many thieves around her new City Hall as there were genii in Aladdin's palace; and here is Philadelphia, [illegible] at an occurrence which puts to shame the Governor of the State and the city judiciary.

THE STORY OF THE BREWSTERS.

There used to be in Philadelphia a certain lawyer and Alderman named Brewster, whose courage, adroitness, talent, and immorality were equally notorious. He was a man of family and lived to a hale old age of [illegible], and he left two sons, both of whom inherited at least his genius. The eldest was named Benjamin Harris, but, owing to a terrible burn, which scarred the whole of his face, carried off his eyebrows, and gave him a reddish, parboiled look, like a partially-skinned sugar beet, his initials were interpreted to mean "Burnt-Faced Brewster," and so he has been called for thirty years. This man is rather below the middle stature, and, upon first acquaintance, is almost repulsive to look upon, his [illegible] scars giving him a countenance of pain; but so exquisite is his attire, so polished is his address, and so wonderful are his accomplishments that the position he inherited as the son of his father has been advanced. He has filled high places of trust in his State and community, and, in addition to his social consideration, is esteemed the most brilliant orator in Pennsylvania. [illegible] of such signal good consideration won in despite of a forbidding exterior. As a lawyer, "Burnt-Faced" Brewster has taken high rank by his oratory and courtesy rather than by profound knowledge of the law; for there is a generous coal of fire within him, inseparable from genius, which deters him from close application. He lives and dresses like a gentleman, [illegible]. Prior to the war he was a steadfast Democrat, drawing his political faith from the writings of Jefferson. When the rebels fired on the flag he was instantaneous to abandon his friendships in the South, and to urge on the cause of the perfect Union. He was made Attorney General of the State by Governor Geary, three years ago, and kept the place—worth [illegible] a year—till a few days past, when he was suddenly and rudely ordered to resign by the same Governor John W. Geary, who had been freshly elected. The terms of the order were harsh and peremptory, and elicited a severe reply from the wounded spirit of Brewster, who, in complying with Geary's request, stigmatized the person who would accept his office or serve a master of the duplicity of the Governor as a man fit for contempt. While yet the public was excited about this correspondence, and public sympathy was generally with Brewster, it was announced that the person who was to replace him was none other than his own brother, viz.:

JUDGE FREDERICK CARROLL BREWSTER.

This proved to be the fact, and with almost unseemly promptness the younger brother (undoubtedly the abler lawyer of the two) stepped into the shoes from which the elder had indignantly shaken the dust. He descended from the bench, where he was a Judge, [illegible]

[illegible]

GEARY, COVODE, AND MANN & CO.

There are two factions of Republican place-seekers in Pennsylvania—the Cameron men and the Curtin men, led respectively by Senator Simon Cameron and ex-Governor A. G. Curtin. While the Cameron men control the Legislature and the State, the Curtin men are paramount in the politics of Philadelphia city, which was long governed by the absolute fiat of one "Bill Mann," a lawyer of prowess, who, making a compact with the baser ruffians of the Democratic party, carried, year after year, the lowest Democratic districts. [illegible]

[illegible]

The Curtin men were to support Geary, provided Geary, when elected, would solemnly promise to turn instantly out of office Mr. Attorney General Benjamin H. Brewster, and substitute therefor Judge Frederick Carroll Brewster.

But why this love of the Curtin folks for the younger Brewster?

The Curtin folks wanted peremptory action taken upon the contested election case which was then impending before the bench of which the younger Brewster was an ornament. If they should succeed in turning out of place the Democratic occupants, then "Bill" Mann & Co., attorneys-at-law, Sixth street, above Walnut, would be virtually restored to the sovereignty of Philadelphia.

Whatever may have been the arrangements or the motives, these things happened in quick succession, like the tumbling of a row of bricks:

1. The Curtin men voted for Geary.
2. Geary was elected.
3. Judge F. C. Brewster & Co., by a strictly partisan majority,—three Republican Judges, against one Democratic Judge protesting,—vacated all the city offices except the honorary one of Mayor, and substituted for the elected of the people the Republican contestants—all Curtin men.
4. Governor Geary, after much tergiversation and hesitation, wrote a letter insolent enough to satisfy the revenger of Francis De Moor, peremptorily dismissing Benjamin H. Brewster from the Attorney Generalship.
5. Governor Geary, with the same penful of ink, appointed Frederick C. Brewster Attorney General, vice B. H. Brewster, kicked out.
6. F. C. Brewster instantaneously accepts, and walks over his "wholesome brother's" carcass to favor.

DRAW THE CURTAIN.

Comment on the above story is superfluous. The merely private and family part of it would be irrelevant, were it not that upon this embittered family feud outrage has been done to the elective franchise, the judiciary has been disgraced, and the Governor has dishonored his epaulettes. The city of Philadelphia plunges into the old gulf of debauchery; and at the head of the State, under the arm of the Governor, sits crowned Revenge, more pitiable but not more contemptible than the magistrate who would stoop to espouse such an ally to retain his place.

Poor, poor, poor Pennsylvania! GATH.

DUPAGE COUNTY ELECTION.

Letter from Judge Cody.

To the Editor of The Chicago Tribune:

I enclose to you for publication the following letter, the original of which is forwarded by mail to Hon. Thomas B. Bryan, and which is intended as a reply to his letter in your paper of the 18th inst.:

NAPERVILLE, Ill., Nov. 20, 1869.

Hon. Thomas B. Bryan, Washington, D. C.:

DEAR SIR: My attention has been called to a letter purporting to have been written by you, and published in THE CHICAGO TRIBUNE of the 18th inst. Its contents surprised me somewhat, for the reason that I knew letters had been written you, at your request, recently, from Wheaton, giving you the facts in relation to the recent election in this county. I supposed that Judge Daniels had apprised you of the fact of my election, immediately after he had assisted to canvass the votes, and that the County Clerk had also, at your request, given you the particulars in detail. It is fair, however, to presume that these letters had not been received by you at the time of your writing, and I address you now under this presumption. You state that you knew little of the canvass, and this is apparent from the fact that you speak of having been nominated by a Republican Convention, and of your associates on the "Union ticket."

There has been no such convention, nor was there any such ticket. Politics had nothing to do with the election. Our local question caused the division, and each ticket contained the names of both Democrats and Republicans. The election was fairly conducted, and your rights were in no manner prejudiced by your absence, or by frauds and irregularities. The Board of Canvassers, however (two of whom were candidates upon the ticket with you), have assumed the right to reject the poll-books of two-thirds of the towns in the county, and in this way alone have you any apparent right to a seat in the convention. I enclose herewith a statement of the facts as they have been published in one of our county papers, with the assurance that it is substantially correct, and that I have in my possession written and documentary evidence sufficient to establish its truth.

You cannot, of course, be in any manner held responsible, at present, for what has been done; nor do I expect that you will knowingly assume any of its responsibilities. [illegible]

TERRIBLE RAILROAD ACCIDENT.

Collision of Passenger Trains on the Western Pacific Road—Fifteen Persons Killed and About Thirty Wounded—Engines and Cars Shattered to Pieces—Extrication of the Dead and Wounded—The Injured at the Asylum—Excitement in the Community—Details and Incidents.

From the San Francisco Bulletin, Nov. 15.

At about half-past 9 o'clock yesterday morning information was received in this city by telegraph, and soon after by one of the ferry boats, that a frightful catastrophe had occurred in Alameda County, on the Western Pacific Railroad. The attendance of physicians from San Francisco to aid the wounded was solicited in the despatch. Intense excitement soon prevailed throughout the city, and many rumors and reports gained credence, some of which were, of course, wild and extravagant [illegible]

THE CAUSE OF THE CATASTROPHE.

The Alameda & San Leandro Railroad has been in operation several years. The Western Pacific Railroad, recently finished, uses three miles of the track of the first-named road. The Oakland track and the Alameda track meet on the border of the town of Alameda, and are connected by what is known as the High street switch. Beyond that point for three miles, the same track serves both roads, and then two tracks diverge, one running to Haywood and the other to Vallejo Mills, Stockton, etc. Both roads are now owned and operated by the Western Pacific Railroad Company. At six o'clock the Western Pacific train left Oakland as usual. On reaching the High street switch it would be impossible for the engineer to know whether the train from Haywood had arrived and passed out of sight toward Alameda or not. A switch-tender is therefore stationed there, whose duty it is to give the engineer this information. If the train has passed, he goes forward, assured that he will find nothing upon the track. If the train has not passed, he remains at the junction until it does. In this instance, the switch-tender signalled the engineer of the Western Pacific train who had "slowed down," that it was all right and to go ahead. To this false information the terrible tragedy is solely attributable.

We were unable to learn the name of the switch-tender. He was a new man, appointed three or four days ago. [illegible]

[illegible]

LIST OF THE KILLED.

Judge A. W. Baldwin, of the Supreme Court of Nevada. He had left the hindmost car of the Western Pacific train, and had gone forward. He was terribly crushed and mutilated. His mother is residing at Oakland, with her son-in-law, J. B. Felton.

Edward Anderson, engineer of the Western Pacific train.

Monsieur Boulet, of Oakland, Principal of the Young Ladies' Seminary.

J. H. McDonald, Roadmaster of the Vallejo & Sacramento Railroad. He was riding on the engine with Anderson.

Charles Martin, fireman of the Alameda train.

George Thompson, fireman of the Western Pacific train. He was taking instructions from the regular fireman, who saved himself by jumping off.

David Ward, of San Francisco, dry goods merchant on Second street.

Robert Owen, conductor on the Alameda train, was first carried to the Half-way House, and was afterward removed to the residence of a friend, and died.

James Connelly, of Corral Station, San Joaquin County.

Max Ehrman, a merchant of San Jose Mission.

D. A. Fox, of Banta Station, San Joaquin County.

H. Peterson, of Corral Hollow.

F. Y. Millikin, brakeman on the Western Pacific train.

C. T. Owen.

An unknown man.

LIST OF WOUNDED.

[illegible]

WASHINGTON.

Congressional Cloisters.

Studies in Committee Rooms.

Popular Defection to the Ballot.

[FROM OUR OWN CORRESPONDENT.]

WASHINGTON, Nov. 18.

I asked a leading member of the Philadelphia bar, last week, whether the notoriously bad situation of city politics on both sides could not be arrested by a rising of the people.

"No," he replied; "if two aldermanic [illegible]

[illegible]

"Well," said I, "out in Chicago the people have swept corrupt things against the popular party."

"It's a long way out here. All through Pennsylvania there are four or five men in every district who 'fix' the nominations and give away the offices. They devote all their time to politics, and have the start of all the community."

[illegible]

VALUE OF A VALET-SHIP.

The mere value of a residence here is esteemed as so much money-right, because you may board with a Senator, lend a horse to a Sergeant-at-Arms, or know a doorkeeper well, and this involves the possible right to demand a favor of the Federal State.

"Do you want five thousand dollars down in a check?" said a man to another once in my hearing. "Here it is. I want somebody in the Senate to propose to take up the bill making seven new Judge Advocates. [illegible]

[illegible]

THE SPEAKER'S MENTOR.

Here, before me, as I write, is the Captain's chart, the manual for the Speaker of the House of Representatives. It consists of 260 odd pages, and superbly bound, and is a piece of government work, pronounced by Colfax to be the best parliamentary manual in the English language.

[illegible]

It is in their committee rooms that these indefatigable representatives of the practical age of politics do the work of their clients in the name of the nation. And I propose to describe the committee rooms, and their habitues in another letter. GATH.

Special Despatch to The Chicago Tribune.

WASHINGTON, Nov. 21.

[illegible]

THE NEW YORK ELECTION.

Official Vote for Secretary of State and Comptroller.

From the New York Herald, Nov. 19.

The following table contains the official vote of the State for Secretary and Comptroller, showing for Mr. Nelson a majority of but little over 20,000. Mr. Allen, for Comptroller, has exceeding 21,000 majority over Mr. Greeley, who ran behind his ticket in the aggregate. [illegible]

COUNTIES.	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]

Majority of Nelson over Sigel [illegible]

Majority of Allen over Greeley [illegible]

Heavy Defalcation in the Navy—A California Paymaster's Accounts Short $140,000.

Washington (Nov. 18) Despatch to the New York Herald.

There is a good deal of exaggeration about the reports of defalcations among the Paymasters of the navy. [illegible]

[illegible]

NAVY OFFICERS.

The following is a correct list, furnished by the Secretary of the Navy, of the board appointed to settle the question of rank and staff in the navy. [illegible]

[illegible]

FOREIGN.

Egypt.

THE SUEZ CANAL A SUCCESS.

PARIS, Nov. 20.

Advices from Alexandria, just received, contain intelligence that the Suez Canal is a success. The Imperial yacht Aigle, with the Empress on board, has arrived at Suez without accident.

Austria.

THE DALMATIAN INSURRECTION.

LONDON, Nov. 20.

Recent despatches announcing the suppression of the Dalmatian insurrection were premature. News is just received that the Austrian forces have captured a defile heretofore held by the insurgents, near Fort Dragoly, with a loss of only thirty men.

Russia.

A PETITION FROM THE POPE.

ST. PETERSBURG, Nov. 20.

The Pope has written to the Grand Duchess of Olga, asking her to intercede with the Czar in behalf of the Catholics of Russia.

Germany.

THANKSGIVING AT HAMBURG.

HAMBURG, Nov. 19.

Thanksgiving Day was observed yesterday by the American residents of this city, and Germans formerly residents of the United States, by a dinner at the Alster Hotel. The American Consul, Mr. Robinson, proposed the toast, "The North German Bund and the Hamburg Senate," to which Senator Nolte, of the latter body, responded, with a toast to the United States. The Bremen Consul, Herr Janssen, followed with the health of President Grant. Various other toasts were given, including the memory of President Lincoln, the Washington Club of Hamburg, and American enterprise in Europe. The assembly separated at a late hour.

France.

PRINCE METTERNICH.

PARIS, Nov. 20.

Prince Metternich, who went to Vienna recently, has returned to his post in this city, as Envoy Extraordinary from Austria. His stay at Vienna was shortened on account of the political situation here. The Prince was incorrectly reported to have arrived at Ismailia a day or two ago.

Italy.

RESIGNATIONS.

FLORENCE, Nov. 20.

In consequence of the triumph of the Opposition in the late election, the President of the Chamber has sent in his resignation, and the resignation of the Ministry is expected to-day.

West Indies.

MURDER AT TRINIDAD.

NEW YORK, Nov. 20.

A despatch from Trinidad to a gentleman in New York, brings the news that General De Rodas, on his late visit to that city, shot Colonel De Bassa, killing him instantly. The reason assigned for the act was that De Bassa, the commander of the battalion of 1,000 men recently sent from Spain, was detected in the act of joining with the revolutionists.

THE JAMAICAN CONSUL.

NEW YORK, Nov. 20.

A private letter from Jamaica, dated Oct. 4, states that Consul Griggs declares that the report of his speech at the Cuban banquet, as reported by the Jamaica papers, is incorrect. Mr. Griggs asserts that he simply expressed his belief that Cuba would secure her freedom, and that in his opinion, judging from the existing state of public feeling in America, one of the first acts of Congress would probably be the recognition of Cuban rights. He denies having uttered the sentiments attributed to him; what he really did say having a very different application.

CUBAN STATISTICS.

NEW YORK, Nov. 20.

During the month ending Nov. 6, gold was exported from Havana to the amount of $154,000; in the ten months ending Oct. 31, the amount sent out was $13,631,751. There were 1,569 hogsheads of sugar stored in Havana on the day the despatch was forwarded.

OTHER CUBAN ITEMS.

HAVANA, Nov. 20.

In Mariano an incendiary proclamation and a large number of percussion caps were found by the Spanish authorities, and a number of individuals arrested on suspicion of being concerned in a plot to rise against the Spanish Government.

The campaign in Cienega de Zapata is concluded. The insurgents escaped to Cinco Villas.

Nearly a thousand Chinamen were found near Cienaga, who had organized an independent government. They were arrested.

THE LATE STORM.

Further Accounts of Loss of Life and Property on Sea and Land.

DETROIT, Nov. 20.—The following is received from Lake Huron: Schooner Columbian is ashore full of water at Duncan City. Bark, supposed to be the Golden West, is ashore above Presque Isle. Bark Oconto, schooners Plymouth Rock, Bahama, and six others, names unknown, are ashore in the Straits of Mackinac. The bark Marsh is on the foot of Bois Blanc Island. Scow Maria, with a cargo of supplies for Alpena, is a total loss at Stillwater. It is supposed that all hands are lost. Bark Cream City is ashore six miles east of Detour. Four vessels, names unknown, are ashore at Hammond's Bay. One on White Shoals has probably gone to pieces. A three-masted schooner is ashore six miles northwest of Waite Shoals. Schooners Scoville and Graves are disabled south of Manitou. The weather on Lake Huron to-day is cold, and blowing a gale from the northwest.

DETROIT, Nov. 20.—The schooner Bermuda, from Detroit, with a cargo of supplies for Marquette, is ashore in Lake Superior. She will, probably, be a total loss.

NEW YORK, Nov. 20.—The storm of last night was very heavy and occasioned much damage to houses, trees, &c., in Brooklyn, Jersey City, and other localities thereabouts. In consequence of the gale there was a tremendous high tide this morning, which inundated many cellars along the docks, and covered the Jersey meadows with water. The damage in Hudson County, New Jersey, alone, by the gale and flood exceeds $50,000.

POUGHKEEPSIE, Nov. 20.—More damage is reported from the hurricane. The Columbiaville bridge, Columbia County, is gone. Loss $10,000. The roof of the Hudson River Railroad machine shop at East Albany, was destroyed.

[illegible]

NEW YORK.

Special Despatch to The Chicago Tribune.

NEW YORK, Nov. 20.

SPECIE PAYMENTS.

From semi-official sources I have ascertained that after consultation with leading New York bankers, and also with Western financiers, Secretary Boutwell has decided to submit at an early day, probably in his annual report, the following programme, for a return to specie payments, to the consideration of Congress: 1. The National Banks to redeem their notes for greenbacks by July 1, 1870; 2. The government to redeem its greenbacks in gold after January 1, 1871; 3. Free banking for all parties upon bonds bearing interest at 4 per cent in gold; 4. This point is not quite settled. There is some division in regard to the question whether the banks shall be permitted to issue notes as notes or whether the United States shall take charge of all the circulation by the issue of greenbacks on a plan somewhat similar to the Bank of England. It is, however, understood that no greenbacks of a smaller denomination than five or ten dollars will be issued.

FIRE AND LOSS OF LIFE IN BROOKLYN.

A fire of a destructive character broke out, this morning, about 5 o'clock, in the zinc, lead, oil, and color manufactory of Messrs. Anderson, Douglas & Pierce, Nos. 63 and 65 Tremont street, Brooklyn. The third floor of the building was occupied by a family by the name of Wallace, consisting of the father, mother, and one child. Wallace appears not to have been aware of the place being on fire till he found himself enveloped in flames, and all chance of escape cut off. Then, with the child in his arms, he rashly sprang to the ground, and, of course, was killed. Death was instantaneous. The child did not die immediately, as the father, with paternal anxiety, managed to keep it above him, thus breaking the fall for it. Mrs. Wallace, who was far gone in pregnancy, leaped after her husband, and after a short time, after intense agony, expired from her injuries. The origin of the fire is wrapped in mystery. The foreman left all right when he closed up the premises last evening. On arriving this morning, at 7 o'clock, he found the building shrouded in smoke and flame, and the engines at work.

TO THE ASSOCIATED PRESS.

THE DRAWBACK FRAUDS.

The report that any additional persons, including Samuel T. Blatchford, had been indicted by the grand jury is premature.

THE GOLD CORNER.

The grand jury has made a presentment in relation to the gold corner, and has requested that part of the testimony be published, which will probably be done.

A GAS EXPLOSION

occurred this afternoon in the cellar building No. 132 Cedar street, occupied by Wm. Fogarty as a boarding house. John McCarty was badly, and Fogarty, James Rooney, John McKeon, and Theodore D. King, slightly injured. The building was little damaged.

A MEETING OF BROKERS

held at the Stock Exchange this afternoon to raise funds for the Peabody monument was unsuccessful.

PERE HYACINTHE.

The announcement is made that Pere Hyacinthe will deliver a sermon in the Academy of Music before the French Benevolent Society.

SCARCITY OF SEAMEN.

There is a scarcity of seamen for the United States service at present, so much so that great difficulty is experienced in finding men to enlist. In consequence of this, the Secretary of the Navy has issued an order providing for the payment of a bounty to men willing to enter the naval service.

CUBAN PRISONERS.

The Secretary of War of the Cuban Junta, in his recent visit to the navy yard, stated that all the Cubans who were prisoners with him on the sailing ship [illegible]

[illegible]

AN ABSCONDER.

It is reported that Geo. W. Perry, a well known jewelry manufacturer of New York, has been absent for more than a week, has left behind numerous creditors who are unable to obtain payment of their claims. Mr. Perry is reported to have victimized his creditors to the amount of from $14,000 to $20,000.

BRAKEMEN'S STRIKE ENDED.

The freight brakemen on the Hudson River Road, who struck yesterday, have resumed work.

MAIL ROBBER SENTENCED.

Eugene B. Tucker, a mail robber, has been sentenced to the Kings County Penitentiary for five years.

BLACKMAIL.

A German physician, named August Weinkind, was arrested yesterday, on a complaint made by Dr. [illegible], a widow, [illegible].

WOMEN AND MEDICAL LECTURES.

The students of the Bellevue Medical College yesterday afternoon discussed the propriety of admitting female students, and a large majority seemed adverse to their admission, but no definite action was taken, it being thought advisable to wait the developments in the Jefferson Medical College, of Philadelphia, which has the subject under consideration.

RAILROAD LITIGATION.

Suit of the Erie Railway Against Cornelius Vanderbilt—Mr. Vanderbilt's Testimony.

NEW YORK, Nov. 20.—The examination of Cornelius Vanderbilt in the suit of the Erie Railway against Mr. Vanderbilt, to recover $1,000,000 from the Erie Railway Company out of $5,000,000, was taken up to-day. Mr. Vanderbilt testified as follows: "I received in July, 1868, a certified check from Mr. Gould for $1,000,000, and a bond of the Erie & Hartford Road for $1,250,000. [illegible]

[illegible]

This ended the examination, and it is being arranged that Mr. Vanderbilt should sign the examination when written out by the stenographer, and swear to it before [illegible].

QUINCY.

Slippery Customers at Large—The Weather.

Special Despatch to The Chicago Tribune.

QUINCY, Nov. 20.

[illegible]

Mutiny on Board a Coolie Ship.

NEW YORK, Nov. 20.—A Havana letter by the Wednesday's steamer says that the French bark [illegible] recently arrived there with only sixty-three coolies on board. It appears that shortly after leaving [illegible]

[illegible]

JACKSONVILLE.

The Lecture Season—Card from the Superintendent McFarland, of the Insane Hospital—Visitors Not to be Admitted to the Institution Hereafter.

Special Despatch to The Chicago Tribune.

JACKSONVILLE, Nov. 20.

Bayard Taylor lectured in Strawn's Opera House last night. Subject—"Life in Europe and America." Bayard is rather a toady to European customs and manners.

Dr. McFarland, Superintendent of the Insane Hospital, has published the following card:

Notice to the Public.—Against the better judgment of the undersigned, the practice has grown up to obtained of admitting general visitors to the apartments of the insane. [illegible]

ANDREW MCFARLAND,

Supt. Hospital for the Insane, November, 1869.

INDIANA.

Accidental Death of a Young Lady Near Warsaw.

Special Despatch to The Chicago Tribune.

WARSAW, Nov. 20.

A young lady, by the name of Alice Wilson, living five miles west of this place, while in the act of drawing a bucket of water, about 6 o'clock this evening, slipped and fell, striking the bucket, and having begun to get water in, causing her death in fifteen minutes.

CARBONDALE.

Fatal Railroad Accident.

Special Despatch to The Chicago Tribune.

CARBONDALE, Ill., Nov. 20.

A most distressing accident happened in this city this afternoon, by which a prominent man was killed. Charles T. Freeland, [illegible]

[illegible]

OMAHA.

Recapture of Blue Hawk, the Indian Convict.

Special Despatch to The Chicago Tribune.

OMAHA, Nov. 20.

A despatch from Lone Tree says the cavalry arrived early yesterday and captured Blue Hawk, the Indian convict, and delivered him to United States Marshal Hallo, who left for Omaha with the prisoner on the afternoon train.

MISSOURI.

Report of the Investigating Committee in the Captain Washington Case—Large Iron Sale—The Woman Suffrage Movement.

ST. LOUIS, Nov. 20.—The committee which a short time since examined the case of Captain Washington, in connection with passing the steamer Stonewall without stopping when the steamer was burning, have reported that, "after duly weighing the evidence, we think Captain Washington committed a great error, not characteristic of our Western boatmen under similar circumstances, in failing to land his boat, as he could have rendered great assistance to those in the water, and others who had succeeded in getting ashore."

The Kingsland Iron Company at Carondelet have sold 500 tons of pig iron to Gerard Bellon, of this city, to be manufactured here into railroad iron. This is said to be the largest single sale of iron ever made west of the Alleghanies.

ST. LOUIS, Nov. 20.—The Woman's Suffrage Association held its second annual meeting, which was well attended. Letters were received from several prominent ladies in different parts of the State, expressing a desire to [illegible]

[illegible]

LA SALLE.

Teachers' Meeting—Closing of Illinois River and Canal Navigation—The Weather.

LASALLE, Ill., Nov. 20.—The School Teachers' Club, composed of teachers from the western and southern sections of LaSalle County, [illegible]

[illegible]

PACIFIC COAST.

Speculative Naval Officers—Indian Affairs.

SAN FRANCISCO, Nov. 20.—Bernard Kennedy, the man who caused the accident on the Western Pacific Railroad, on Sunday, is under arrest at Haywood.

It is stated that the United States steamer Saginaw, on her last trip to Alaska, carried an invoice of whiskey, the profits of which were shared by the government officials. The revenue agent will investigate the matter.

The Indian difficulties in the lower Klamath River are settled, by stationing a company of soldiers among the Indians. Trouble is anticipated in removing the Snake and Piute Indians from Camp Harney to the Klamath Reservation. Force will be used. Another Indian war is expected in that region.

NEW HAMPSHIRE.

Arrest for Obtaining Pension Money Under False Pretences—Attempt to Throw a Railroad Train from the Track.

CONCORD, Nov. 20.—Isaiah Smith, of Concord, Wm. F. O'Neil, Claim Agent, and George A. Wentworth, lawyer, both of Dover, under arrest charged with procuring pension money by false affidavits to the amount of $1,000, have been bailed in the sum of $3,000 each.

The outward train on the Suncook Valley Railroad, last evening, met a number of sleepers piled on the track a few miles out of Suncook. The obstruction was discovered in season to prevent damage.

PEORIA.

Attempted Suicide—Freezing Weather—Trial of a Desperado.

PEORIA, Ill., Nov. 21.—Belle Eaton, alias Belle Bucknell, attempted to commit suicide night before last by taking laudanum, but was prevented by proper remedies applied. This is the fourth or fifth time she has tried to kill herself, and failed in each attempt. She still threatens to end her life.

The weather last night was very cold, and the lake is this morning frozen over—the first ice of the season. Should the cold snap continue long, pork packing will commence.

It is expected that Ike Berry will be tried for the murder of Pratt, the Deputy Sheriff of Tazewell County, in the Morgan County Circuit Court early next week.

MINNESOTA.

Advices from the Red River Country—Fire at St. Anthony.

ST. PAUL, Minn., Nov. 20.—Red River advices to November 6, state that Governor McDougall will go into winter quarters at Pembina, until the difficulty is settled.

The large Green grain at Red Wing, last night, with 6,000 bushels of wheat.

Stanchfield's Block, at St. Anthony, burned yesterday morning. Loss, $15,000.

The Belvidere & Ottawa Railroad.

DEKALB, Nov. 20.—The project of building the Belvidere & Ottawa Railroad, is being generally agitated, and there is no doubt but that, at the election to be held here in December, a $75,000 appropriation will be carried by a sweeping majority. A largely attended and enthusiastic meeting was held here last night, and speeches in favor of the road were made by some of our most promising citizens. All feel that a glorious future is in store for DeKalb, which is destined to be the county seat at a day not far distant.

Explosion of a Locomotive Boiler.

OSWEGO, Nov. 20.—The locomotive Adams, which left this city at 6:10 this morning on the Rome & Oswego Railroad with an express train, exploded her boiler near Pulaski. The engineer, Louis Bourgeois, was instantly killed, and the fireman, Thomas, and a passenger named Cornick, slightly wounded. The baggage car was thrown from the track and the locomotive completely wrecked.

Judge Johnson, the New Virginia Senator.

RICHMOND, Nov. 20.—Judge Johnson, in acknowledging the receipt of his credentials as United States Senator, writes to Governor Walker endorsing the principles of the Fifteenth Amendment, and hoping it will speedily become a part of the constitution, advocating the observance of a full and complete good faith in the payment of the public debt, and advising the closing [illegible].

Sentence of Would-be Murderers.

PHILADELPHIA, Nov. 20.—The court has overruled the motion for a new trial of Morris and Dougherty, convicted of an assault on Kelly, and ordered them to pay a fine of $1,000, and sentenced them to imprisonment for seven years.

Appointment by Governor Palmer.

SPRINGFIELD, Nov. 20.—Wentworth Talcott, of Chicago, has been appointed, by Governor Palmer, a member of the Board of Public Works of the State of Illinois, vice R. P. Rose, resigned.

Opera in Cincinnati.

CINCINNATI, Nov. 20.—The attendance at the Parepa Rosa Opera, last night, was the largest ever known in this city. The receipts were $3,700.

The Newfoundland Election.

HALIFAX, Nov. 20.—No complete returns of the Newfoundland election are yet received. But it is thought the anti-Confederation have a good majority in the Assembly.

Death of an Actress at Salt Lake.

SALT LAKE, Nov. 20.—Miss Annie Asenath, actress, died this morning. She had been ill some time.

Father Hyacinthe.

BOSTON, Nov. 20.—Pere Hyacinthe arrived this evening, and is the guest of Bishop Williams.

Jeff. Davis.

MEMPHIS, Nov. 20.—Jeff. Davis has been elected President of the Carolina Insurance Company [illegible].

LONDON.

The Irish Question.

Women as Printers.

Black Sheep Among the Baronets.

Emigration Societies and Their Promises.

The Wealth of the Westminsters.

Etc., Etc., Etc.

[FROM OUR OWN CORRESPONDENT.]

LONDON, Nov. 5.

THE IRISH LAND BILL.

Everybody in possession of an acre of land is getting fidgety as to the government scheme for Ireland. The project, so far as it is known, is moderate enough for the other country, but it would be revolution here. Landlords' law in Ireland has not been tempered as here by other influences. It has drained the country of its strength, leaving the poor and spiritless and leading off the energetic, and has created such distrust that the farmers prefer keeping their £14,000,000 or £20,000,000 in banks instead of investing it into the land. All who are in earnest agree that securities and compensation must be given by law. Ireland is an "exceptional" country in almost everything. In England, it is true, the tenant, except in a few northern counties, holds mostly from year to year, but there is, all over England, the "custom of the country," which secures to the outgoing tenant more or less compensation, besides his mere tillage. England has been well cultivated for centuries, and all this wealth has been putting to the soil, by draining, by allowances of all kinds. The Irish landlord, on the contrary, has, as a rule, put nothing into the soil. He has even left his tenant to build his own cabin, and has raised the rent if that cabin began to show signs of anything like neatness. Hence the English tenant can afford to hold as well [illegible] for, unexhausted improvements, he comes to land out of which he may reckon on seeing his own again, even in one year, if he is decently skilful. However, many of the noisy friends or pseudo-friends of the Irish tenants ask for more than all that custom gives to the English. They want the tenant to have the land for himself. He is to rent it for a while and then to have it for nothing! In short, "property" in land is "robbery." But this desperate remedy would be the worst of all; for the "tenants"—depend upon it—would sell or let, and would exact rents as sharply as existing landlords. These advisers have, nevertheless, an extraordinary following.

WOMEN PRINTERS.

Nine years ago it was resolved to try the experiment of female handiwork in printing. The Queen took an interest in the matter, and an office was opened in London under the management of Miss Emily Faithfull. The office is open at the present moment. I saw it only to-day. But there is no advance. Miss Faithfull fortunately has left, and things are a little better than they were; but only twenty-five girls are employed, and, after nine years, that is slow work for a new trade. The "trade" is dead against it—as much here as it appears to be in America. I confess to being completely against it myself, but on grounds that would apply to several other female occupations. At Paris, Madrid, Florence, and even St. Petersburg, the scheme has been condemned by the trade journals; but partly for reasons which, it is but fair to say, do not apply to the particular case. There seems no doubt that the girls make quick compositors. They "set up" fast enough, and their proofs are good. They compose a newspaper, and have printed a new edition of Mr. Motley's "Dutch Republic." They do all the [illegible] correcting; but men, who are employed on a different floor, lift the heavy "forms" and do the "imposing." They wear neat-cropped and [illegible] fitting dresses, and some of them look pretty enough with the [illegible]

[illegible]

CO-OPERATIVE [illegible]

A scheme is afoot among [illegible] trades-unions and others for [illegible] hold estates, or building [illegible] London, by a company formed [illegible]. On each estate is to be erected [illegible] commodious hotel, adapted for [illegible] sional residence for families [illegible]

[illegible]

A STORY OF O'[illegible]

Nobody tells an Irish [illegible] Charles Lever, and no one [illegible]

[illegible]

EMIGRATION TO THE UNITED STATES.

Many societies or agencies have been instituted, with the object of attracting emigration to particular sections of the United States. It is to be hoped no mistakes will be made; but when I found Mr. Elihu Burritt publishing Washington's letters to Sir John Sinclair, written in 1796, as the best authority, I am not quite certain on the point. Mr. Burritt says:

"The first consideration that should influence the English emigrant to America is the healthiness of the section in which he proposes to make his home. On this very important point the author has believed that he could not appeal to higher, safer, or more trustworthy authority than Washington. He therefore has produced a letter written by that distinguished man to a British nobleman, which contains full, impartial, and reliable information in regard to the climate, soil, and productions of all the States settled in his day. In this letter, which probably was never before published in England, he writes to a friend in regard to the healthiness of various sections of the country; not willing to advise any one from England or elsewhere to settle down in a part in which he should not like to reside himself. What he wrote to Sir John Sinclair in 1796, every intending English emigrant may assume as addressed to himself, and abide by as advice."

But the letter in question deals with many other details than that of the healthiness of the various States, and portions of it can hardly be applied to America in 1869. The information, however, which Mr. Burritt appends to the letter may prevent any mischief. At Birmingham, where he resides, there is an "International Land and Labor Agency," specially designed to render emigration to the United States safe and profitable. It endeavors, says the prospectus, to obtain farm homes for those who seek them in any State or section of the Union they may prefer, "so that they may go directly to them, without any loss of time or money, on their arrival in America." It has already "more than a thousand farms on its list, from Maine to California, from £100 to £10,000 in price." It will secure the purchase of a farm of any size or price, in any of the States, "at the charge of only one per cent to the buyer; or it will supply him with a list of farms in any State, and other information, for £1. It will also obtain leases of farms for those who lack capital to buy, on the most liberal and easy terms for them. The agency will also "obtain situations and employment in the United States for laborers of all occupations—mechanics, farm-laborers, gardeners, grooms, &c., also for house-servants, including cooks, housemaids, &c., at the charge of £1 for a man, and 10s for a female servant, which is only made to meet the expense of advertisements and correspondence in both countries." THE CHICAGO TRIBUNE will confer a benefit upon a deserving class in England, if it will say how far it is practicable for these organizations to fulfil their promises and engagements. A few words spoken by an honest authority may save a deal of cruel disappointment or may aid a deserving undertaking. [illegible]

"The Women's Emigration Society" calls upon the sturdy working girls [illegible]

[illegible]

NEW YORK.

JACKSONVILLE.

Special Dispatch to The Chicago Tribune.

JACKSONVILLE, Nov. 28.

Bayard Taylor lectured in Strawn's Opera House last night. Subject—"Life in Europe and America." Bayard is rather a toady to European customs and manners.

INDIANA.

Accidental Death of a Young Lady Near Warsaw.

Special Dispatch to The Chicago Tribune.

WARSAW, Nov. 28.

A young lady, by the name of Alice Wilson, living five miles west of this place, while in the act of drawing a bucket of water, about 5 o'clock this evening, slipped and fell, striking the bucket she had taken to get water in, causing her death in fifteen minutes.

CARBONDALE.

Fatal Railroad Accident.

Special Dispatch to The Chicago Tribune.

CARBONDALE, Ill., Nov. 28.

A most distressing accident happened in this city, this afternoon, by which a promising young man was killed. Charles T. Freeland, youngest son of G. H. Freeland, of our city, accidentally fell between the cars of the afternoon train of the Grand Tower & Carbondale Railroad, as it was switching. Both legs were torn off and the hips crushed. He died about two hours after. Mr. Freeland and his family have the sympathy of our entire population.

OMAHA.

Recapture of Blue Hawk, the Indian Convict.

Special Despatch to The Chicago Tribune.

OMAHA, Nov. 28.

A despatch from Lone Tree says the cavalry arrived early yesterday and captured Blue Hawk, the Indian convict, and delivered him to United States Marshal Hollis, who left for Omaha with the prisoner on the afternoon train.

MISSOURI.

Report of the Investigating Committee in the Captain Washington Case—Large Iron Sale—The Woman Suffrage Movement.

ST. LOUIS, Nov. 28.—The committee which a short time since examined the case of Captain Washington, in connection with passing the steamer Stonewall without stopping when that steamer was burning, have reported that, "after duly weighing the evidence, we think Captain Washington committed a great error, but characteristic of our Western boatmen under similar circumstances, in failing to land his boat, so as could have rendered great assistance to those in the water, and others who had succeeded in getting ashore."

The Kingsland Iron Company at Carondelet have sold 500 tons of pig iron to [illegible], of this city, to be manufactured here into railroad iron. This is said to be the largest single sale of iron ever made west of the Alleghanies.

ST. LOUIS, Nov. 28.—The Woman's Suffrage Association held its second fall session this evening, which was well attended. Letters were received from several prominent ladies in different parts of the state, expressing a desire to identify themselves with the movement, and to do all possible for the advancement of the cause. [illegible]

LA SALLE.

RAILROAD LITIGATION.

PACIFIC COAST.

NEW HAMPSHIRE.

PEORIA.

MINNESOTA.

LONDON.

The Irish Question.

Women as Printers.

Black Sheep Among the Baronets.

Emigration Societies and Their Promises.

The Wealth of the Westminsters.

Etc., Etc., Etc.

[FROM OUR OWN CORRESPONDENT.]

LONDON, Nov. 8.

THE IRISH LAND BILL.

Everybody in possession of an acre of land is waiting eagerly as to the government scheme for Ireland. The project, so far as it is known, is moderate enough for the other country, but it would be revolution here. Landlordism in Ireland has not been tempered as here by other influences. It has drained the country of its strength, leaving the poor and spiritless and sending off the energetic, and has created such distrust that the farmers prefer keeping their £14,000,000 or £15,000,000 in banks instead of putting it into the land. All who are in earnest agree that security and compensation must be given by law, making Ireland an "exceptional" country in almost everything. In England, it is true, the tenant, except in a few northern counties, holds mostly from year to year, but there is all over England the "custom of the country," which secures to the outgoing tenant more or less compensation, besides his mere tillage. England has been well cultivated for centuries, and all this wealth the landlord, and not the tenant, has been putting in the soil, by draining, by allowances of all kinds. The Irish landlord, on the contrary, has, as a rule, put nothing into the soil. He has even left his tenant to build his own cabin, and has raised the rent if that cabin began to show signs of anything like neatness. Hence the English tenant can afford to hold as well, too, besides the certainty of compensation for unexhausted improvements, he comes to land out of which he may reckon on seeing his own again, even in one year, if he is decently skilful. However, many of the noisy friends or pseudo-friends of the Irish tenants ask for more than all that custom gives to the English. They want the tenant to have the land for himself. He is to rent it for a while and then to have it for nothing! In short, "property" in land is "robbery." But this domestic remedy would be the worst of all; for the "tenants"—depend upon it—would sell or let, and would exact rents as sharply as existing landlords. These advisers have, nevertheless, an ex- [illegible]

[illegible] are sick of receiving the refuse of our population, and any large deportation of our metropolitan poor, out of whom all idea of self-help has been long ago starved by our system of poor relief, might result in the same repudiation as met our latest attempts to cast our criminal refuse upon colonial shores." It is a poor look out for England if "chronic paupers" and the poor "out of whom all idea of self-help has been long ago starved, &c.,"—are to be the only ones left for manual labor, and every sturdy and skilled workman is to emigrate. I may add, as a curious fact, that nearly all the people connected officially with these societies are notoriously stay-at-homes: have never crossed over the British Channel, and have been platform agitators or benevolent society creators for any number of years. They are pointing others to go where they have never been themselves. This is not said as an objection, but as a fact pertinent in its way to the discussion.

CO-OPERATIVE HOTELS.

A scheme is afloat among the members of trades-unions and others for the purchase of freehold estates, or building sites, in the vicinity of London, by a company formed for that purpose. On each estate is to be erected a substantial, commodious hotel, adapted for a permanent or occasional residence for families or individuals. All business concerning the hotels would be conducted on the co-operative principle, profits being shared equitably between capital and labor, producer and consumer. Lodgings would be rented or purchased on moderate terms, while a tariff of charges would be fixed by the company. An association of families, it is contended, would give facilities for all kinds of social pleasures, whether literary, dramatic, musical, or conversational. While the estates would be conveyed to and held permanently by the company, individual shareholders would have a mutual and relative interest in them in proportion to the amount of their shares. By a regulation of the company, and subject to such conditions as the company might impose, shares might be made equivalent to title deeds, and give the right of ownership to resident shareholders for a term of years, who would by this means be placed in the position of owners of leasehold property, while they would be saved the expense and vexations of legal transfer. This regulation would at the same time give a sort of mortgage security for money invested in shares, and would satisfy the desire, so commonly entertained just now by many among the more provident class, to become their own landlords and pay no rent. Hitherto experiments of this order have failed from the preference which Englishmen have to live in a house of their own, be it ever so small.

A STORY OF O'CONNELL.

Nobody tells an Irish story better than Mr. Charles Lever, and no one, I should say, can tell so many. He is in society all that his writings could indicate. But what a Tory he is! "Cornelius O'Dowd," who pours his griefs, mingled with comical bursts of laughter, into the sympathetic pages of *Blackwood's Magazine*, is one of the few remaining specimens of the genuine race of Tories. Nevertheless, his papers are read for the sake of his anecdotes. Here is his last—told of Daniel O'Connell: The great Daniel, when taking a sauntering ride in the neighborhood of his house, had occasion to ask an urchin to open a gate for him. The little fellow complied with such alacrity, and looked up with such an honest pleasure at rendering the slight service, that O'Connell, by way of saying some- [illegible]

[illegible] application of steam to screw or paddle wheels, the *Times* seems disposed to set aside these contrivances as impracticable, and strongly urges a trial of the plan attempted to be introduced here two or three years ago by Baron De Mesnil, which plan consists in the laying of a wire cable along the bed of the canal, to be used by the boat as a pulling line, operated upon by an engine-driven wheel or drum in each boat, which underruns the cable and traverses it with a dragging hold. The De Mesnil system is being operated with success on some hundred miles of canal in Europe, and we agree with the *Times* in the opinion that it ought to be "immediately adopted on a sufficient length, say fifty miles at least, of the Erie Canal, to test its adaptation under our new conditions of working."

But it is a mistake to suppose, as the *Times* apparently does, that the ordinary methods of propulsion are not practicable on the Erie Canal. Neither the narrowness nor the shallowness of the stratum of water in the channel of the Erie Canal offers any insuperable obstacle to the use of propelling wheels, as the experience of those who have carefully experimented with steam canal boats and tugs will testify. The failure to introduce steam towing on the canal has been entirely due to the inadequacy of its locks for the employment of larger and longer boats. But recently we had a conversation with a gentleman who has given more study to, and is more practically conversant with this matter than, perhaps, any other who could be named, and we know that his experience and experiments have fully satisfied him upon that point. Give us enlarged locks and a canal adapted to navigation by boats of five or six hundred tons burden, and steam propulsion will inevitably follow.

MONETARY AND COMMERCIAL.

MONETARY.

SATURDAY EVENING, Nov. 28.

The condition of business and of trade generally remains very much the same as at the beginning of the week. In general, money is tight, and business in nearly all departments of trade, except the packing business, drags for want of ready funds. The merchants are selling a good many goods, but have to do it largely on credit, as they find that, though the country is comparatively bare of goods, the country merchants cannot collect money to buy for cash. There is no doubt that money is much tighter in the country than it is here, but it is curious to note how some people get the cart before the horse when they attempt to explain the cause of the present unsatisfactory state of things. We find the Peoria *Transcript* indulging in a long grumble at Chicago because money is tight, not only in Chicago, but in the country generally, and assigning the first as the primary cause of the latter. Those who would know the real cause of the present "hard times" must look farther than Chicago, and with a more comprehensive view than that narrow one which refers all changes in business prospects to the volume of the currency. For the last two years all things have been ripe for a general settling down from the inflated prices that were induced by the war, but the movement did not begin until the present abundant crops of breadstuffs, not only in the United States, but in nearly all parts of the world, made a universal low price for bread. That is the great circumstance which has inaugurated the change. While it has reduced the cost of living to the factory operatives of England, it, at the same time, reduced the consumptive demand in this country for both foreign and domestic manufactured goods. This falling off in the consumptive demand for goods was reflected back [illegible]

THE FEMALE MEDICAL STUDENTS.

COMMERCIAL.

[illegible] the advance in grain was speculative, but seemed to be chiefly based on the diminution in receipts, which are expected to continue low for some weeks, as the storm has been universal in the Northwest, and it is too early to expect frost. The roads in the country can scarcely be otherwise than too soft for travelling for some time into next month. All the markets closed weak, the sudden excitement being too strong to be sustained during a two hours' session.

Lake freights were almost "dead" for the season. Two charters were reported, at 9c for wheat to Cleveland, and 16c for do from Milwaukee to Ogdensburgh, both by sail.

Highwines were quiet, but firm at 1c advance, closing steady at $1.01 for wooden-bound packages, though New York was quoted easier. Sales were made of 150 brls (iron-bound) at $1.02; 200 brls at $1.01; 50 brls at $1.00; and 50 brls (yesterday) at 99c. Total, 450 brls.

Dressed hogs were very quiet, only 50 head being sold, at $11.00 for light, and $11.50@12.00 for lots dividing on 200 lbs.

Provisions were less active. Mess pork was remarkably weak, especially on future delivery, which opened 50c per brl below yesterday's prices, and closed 25c below them. There is no question that the packers have generally had the worth of the bargain thus far. There was a strong speculative demand early in the season, and they sold short. Knowing that the packers were obliged to buy to fill these orders, hog owners were able to command higher prices, and the packers have, therefore, made nothing. To-day it seemed as if the conviction was general that the top of the heap has been reached, and a great many holders of options were so anxious to unload as to break break down the market by their competition. Pork closed at $29.50@29.75 for cash; $29.50 for seller January, or seller January and February; and $30.00 for seller February. Lard was firm at yesterday's outside quotations, closing at 17¾c for cash or seller January, and 17¾@17⅞c for seller February. Meats were nominally unchanged, but it is a question if large lots could have been sold at quotations. We quote shoulders at 11c; short ribs at 15c; rough sides at 14c, and hams at 15c, all green. For the same meats 15 days in salt ½c more. Sweet pickled hams were steady at 16c; grease dull at 9@11½c; and city tallow dull, with sellers at 9½c. [illegible]

LATER.

In the afternoon the leading grain markets were quiet and prices ruled a shade easier. [illegible]

Live hogs were in active demand, and the market was strong at full yesterday's prices. We quote at $9.25@10.40 for common, light and coarse lots to extra assorted. The cattle market was firm, under a good demand, at full rates, or at $2.50@7.00 for inferior to choice.

CHICAGO LUMBER MARKET.

SATURDAY EVENING, Nov. 28.

[illegible]

CHICAGO LIVE STOCK MARKET.

[illegible]

CHICAGO DAILY MARKET.

[illegible]

MARKETS BY TELEGRAPH.

[illegible]

MARINE INTELLIGENCE.

[illegible]

MEDICAL.

CONSUMPTION
Can Be Cured.

READ THE EVIDENCE.

"Facts are stubborn things," and it is to facts alone that it is desired to direct the attention of the readers of this article. [illegible]

MEDICAL CARDS.

Private Matters.

The OLD ESTABLISHED Dr. Clarke, 173 South Clark-st., is one of the most experienced and successful Physicians in Chicago to consult in such matters, male or female. The Doctor's Book, explaining the effects of his celebrated medicines in all cases, sent free on receipt of a stamp. Victims of Self-Abuse or any Sexual Disease, send stamp for book. Address letters: DR. CLARKE, 173 South Clark-st., Chicago.

Private Matters.

Dr. Bigelow.

Private Matters.

Dr. Townsend.

Dr. Raphael.

SPECIAL NOTICES.

RICHMOND PRINTS.

THE RICHMOND MFG. C

RICHMOND

PRINTS

E

RETAILERS AND CONSUM

188 CHURCH-S

NEW YORK.

LOW WATER INDICATO

BRADFORD'S

LOW WAT

INDICATOR

BRADFORD,

LEGAL NOTICES.

In the Circuit Court of Cook County.

WINDOW PULLEYS.

WANTED.

TO PATENT RIGHT MEN.

RAILROADS.

Arrival and Departure of Trains.

WINTER ARRANGEMENT.

CHICAGO & NORTHWESTERN RAILROAD.

OCEAN STEAME

PACIFIC MAIL STEAMSHIP CO

Through Line to California and C

STEAM DIRECT TO LONDON.

LONDON AND NEW YORK STEAMSHIP L

WATCHES.

$10.

$15.

AUCTION SALES.

Sale of the Confederate States Laboratory, at Macon, Georgia.

SCALES.

BANKERS.

EDUCATIONAL.

MACHINERY.

THE COURTS.

Appeals in the United States Supreme Court.

Decree Restraining the Extension of Polk Street Through Vernon Park.

Outrageous Conduct of a North Side Vender of Meat.

Five Hundred Dollars Recovered for a Broken Head.

The Police Courts.

UNITED STATES SUPREME COURT.

[illegible]

FIRE AT SEA.

Burning of the Propeller Belle, off Port Washington, on Saturday Night.

Drowning of the Captain and Wheelsman—Terrible Sufferings of the Survivors.

The propeller Belle, owned in Milwaukee, and engaged in trade between that city and west shore ports, was burned off Port Washington between 6 and 7 o'clock on Saturday evening. There were fortunately but six persons on board, two of whom were drowned in their endeavor to escape from the burning wreck in a yawl boat. The survivors, who arrived in this port on the brig C. J. Hutchinson, yesterday forenoon, relate a story of terrible suffering. When picked up by the brig they were completely benumbed and exhausted. [illegible]

THE GREAT STORM.

At Evansville, Ind.

[illegible]

SPORTING.

[illegible]

THE CITY IN BRIEF.

[illegible]

THE METHODIST EPISCOPAL CHURCH.

The Lay Representation Question—Overwhelming Vote of the Ministry

[illegible]

IOWA.

The Senatorial Succession—The Long and the Short Term.

Candidates and Chances.

State Printer—Binder—Speaker—Officers of the Next Legislature.

A Candid Review of the Situation.

(FROM OUR SPECIAL CORRESPONDENT.)

DES MOINES, Nov. 18.

The Senatorial struggle is only seven weeks ahead, but the fight, although so close, is not yet hot. It is true there is a deep interest manifested in the contest throughout the whole State, but the expectations that it would in November and December grow excited and bitter, have thus far been disappointed. Early in the year it did not promise to assume that shape, and there was warrant for the supposition that it might be taken from the people by the politicians, and wire-worked and gerrymandered into a situation the end of which no man (away from the wires and outside of the circle) could prophesy. But from a variety of causes, which may easily be mentioned, the contest in its beginning shaped differently, and has proceeded calmly, smoothly, and, so far as can be seen, fairly. First among the causes operating thus, we may say, was the character of the gentlemen who by personal and general desire appeared at the outset as candidates. These gentlemen seemed to come upon the course by the wish of the people more than their own, and all were developed to be men willing to trust their chances to an honest and open fight. All sections, and nearly all talked-of candidates were of the opinion from the first that the Hon. James F. Wilson could, without trouble or question, be the man if he would be. It was the almost universal assent that the place should be his if he wanted it and would take it. Had he been ambitious for the honor, or even have said he would accept it, the Legislature in January next would only have had to ratify the choice of the people in January last. But he refused the crown at the start, and has kept on refusing it, and so the honor waits some other man, and as to who that will probably be, we may make some guesses farther on in our letter.

Another cause which operated to keep the canvass cool, was the resignation of Senator Grimes, which opened two places where only one had been before. At once the candidates for the succession were diminished more than one-half, all those who could not see their way exactly clear to the long term, drawing off from that, and tacking about for the short. What had been division was made union; and where horns had been locked, strength was [illegible] joined. This, of course, added a new and a deeper interest to the contest, but at the same time it served to allay a great deal of strife and bitterness, and to prevent much more that would otherwise have arisen. Other causes contributed to the toning down of the conflict, but the two we have mentioned were the leading ones, and are enough, without the others being told.

So much for the situation; now a few minutes with the candidates. First in order came the long-timers. As it now looks there is some warrant for the common belief that the names of Judge Wright, of the Supreme bench, and Hon. W. B. Allison, of our present Congressional delegation, will be the only ones taken into the legislative caucus. But still there is considerable reason to believe that more names will be used on the first ballots, and some ground for supposing that some names not now mentioned may appear upon the list. If we may judge from what is said by the newspapers of the State, and what we hear in conversation with parties from all sections, the people expect that when it comes to the trial all other candidates but Wright and Allison will have withdrawn. As to which of these two gentlemen will be successful, public opinion is about equally divided, although there are many, of whom I am one, who think that Judge Wright's chances are so much the best that his election is assured, unless some combination, not now openly appearing, is formed against him. Behind the Legislature, among the people, among the farming and laboring classes, there will be a power moving in his favor that scarcely any combination can defeat. This popularity belongs to him honestly. A life so pure that it is to-day without a spot, a Republicanism unmixed and unquestioned, and a stamp of statesmanship that has marked its progress with honor and honesty, are the qualities that have made the man so popular with the people. Even those who are working against him, and those who will vote against him, acknowledge freely his fitness for the position, and speak equally warmly with his supporters of the ability and integrity with which he would fill it. No man would more truly be a representative of Iowa, or a representative of the West. A pioneer of the State, and for twenty-nine years a member and Judge of its bar, he knows the people well and thoroughly, and thoroughly do they know him. They have time and again tried him in the balance and found him not wanting, and take pride in believing that they have in their gift no place he would not ably and faithfully fill. As to locality,—a question which will enter very largely into the fight,—Mr. Wright's position is one that is considered favorable by some and unfavorable by others—that is, we mean to say, favorable or unfavorable as regards his chances of success. The Senators have so long been in the extreme South that the extreme North will make locality one of the strongest arguments in their presentation of a candidate. To this end it has pretty generally united on Mr. Allison, and will send a large share of its members to the capital to make him the Senator if it can be done. And locality is not by any means Mr. Allison's sole strength. He is a power in himself, and by his eminent course in Congress has acquired a substantial popularity in every part of the State, and an enthusiastic popularity in his own section. Of the strong men that Iowa has for years had in the House of Representatives, there is probably, after Wilson, Dodge, and Price, no man of whom its whole people have been more proud than Mr. Allison. His record is his honor, and highly honoring it is. A man who has served so brilliantly in the House could not fail in useful and distinguished service in the Senate. If he should be defeated, it will be not because he lacked the confidence of the State, but because he is a candidate against a person in whom the people will see a Senator even more to be desired than he. And it will be not alone from the North that his strength will come. It is claimed that he has in the South an influential friend in the person of the Hon. J. F. Wilson, and in the West, in General Dodge; and it may be set down as positive that he certainly has the first and very probably the second. Mr. Wilson is a warm friend of Allison's, and, besides, it should be remembered, if the North has a Senator in the seat of Grimes, the South may ask and receive the Senator that will take the seat of Harlan, by which time Mr. Wilson may be more Senatorially willing than he now is. What Allison's friends in the South may be able to accomplish, and what Wright's in the North may do (for he has several warm and prominent supporters in Allison's section), remains to be seen; but it is probable that what Allison may gain from the territory supposed to be Wright's, will not overbalance what Wright may gain from his. If you would map the field and forces out, draw a line from east to west, midway between the Northwestern Road and the Sioux City Road; what is south of the line you may practically call Wright's, and what is north, Allison's.

But before we go too far we must remember that the two gentlemen we have named are not the only ones who are in danger of being the United States Senator for the long term. There are other good men talked of now, and some equally good who are not talked of, but held in reserve. Among the first, we should mention the Hon. D. N. Cooley and the Hon. G. R. Willett, both men of the North, the latter of Decorah, the former of Dubuque. The strength of Mr. Cooley is not small. Among his supporters are some of the most influential Republicans of the State. It is understood that Senator Harlan is warmly in his favor. He has enrolled on his side the Davenport Gazette, [illegible]

The Legislature assembles the 10th of January.

BUSINESS NOTICES.

[illegible]

MARRIED.

[illegible]

DIED.

[illegible]

BOARDING AND LODGING.

[illegible]

AMUSEMENTS.

AIKEN'S MUSEUM.
(FORMERLY WOOD'S.)
FRANK E. AIKEN............Proprietor and Manager.

Monday and Tuesday afternoons, Nov. 22 and 23, at 2½ o'clock,

EXTRA MATINEES.

The Ledger story, dramatized by John Brougham,

GUNMAKER OF MOSCOW.

To conclude with

ROBINSON CRUSOE.

Monday and Tuesday evenings, at 8 o'clock, also at the Grand Matinee Wednesday at 2½ o'clock,

The Greatest Success of the Day,

LOST AT SEA.

The Fire Scene creating great excitement—Every representation being honored with a TREBLE ENCORE.

☞ Last week of GRAHAM and his wife. Several novelties in preparation.

McVICKER'S THEATRE.

LAST WEEK OF

Mr. JOSEPH JEFFERSON

Who will appear in a round of his most celebrated characters.

Monday and Tuesday, Nov. 22d and 23d,

The five-act comedy,

THE HEIR-AT-LAW.

Dr. Pangloss, LL. D. and A. S. S., Mr. J. JEFFERSON.

To conclude with the drama of

THE SPITFIRE.

Tobias Shortcut..........................Mr. J. JEFFERSON.

Wednesday and Thursday, Nov. 24 and 25,

THE RIVALS,
AND
A Regular Fix.

Friday—FAREWELL BENEFIT OF MR. JEFFERSON, when Master C. B. Jefferson will make his first appearance in public.
Next week, the New Star, DOMINICK MURRAY.

DEARBORN THEATRE.

Monday, Nov. 22, the Great

Emerson & Manning's Minstrels.

Three New Stars will Make their First Appearance To-Night.

LEW BRIMMER, the Champion Banjoist of America, CHARLEY GARDNER, the Most Eccentric Song and Dance Man in the profession, in his great act HOP LIGHT LOO, and MASTER CHARLIE, the smallest song and dance performer in the world, in his specialty MY FATHER SOLD CHARCOAL.

All the old favorites remain. This is the LARGEST AND BEST COMPANY IN THE WORLD. The bill for this week is the BEST YET OFFERED BY THIS MATCHLESS ORGANIZATION.
Secure your seats in advance.

CHURCH CONCERT
AT THE
Christians' Church,
Corner Indiana-av. and Twenty-fifth-st.,
TUESDAY EVENING, Nov. 23, 1869,
BY THE MEMBERS OF THE CHOIR,
Miss Lizzie Falls, Mr. D. W. C. Gooding, Mr. Milton Falls, assisted by
MRS. SEYMOUR, MISS LOUISA TRUAX,
And the
SCHUBERT QUARTETTE CLUB,
Mr. A. B. Sallee, Mr. J. H. Hanson, Mr. A. Goldsmith, and Mr. F. A. Bowen.
ADMISSION............................50 CENTS.

THE SUBSCRIPTION CONCERTS
OF THE
Mendelssohn Quintette Club,

For the South and West Divisions of the city, have been consolidated, and will be given in

CROSBY'S MUSIC HALL,

On WEDNESDAY, Dec. 1, 1869, Jan. 14, Feb. 11, and March 18, 1870. For the North Division, at

HISTORICAL HALL,

SATURDAY, Dec. 4, 1869, Jan. 15, Feb. 12, and March 19, 1870. Subscribers who have not as yet received their season tickets will confer a favor by calling for them at the Music stores of Messrs. Lyon & Healy or Root & Cady, where, also, a limited number of extra admission tickets can be had.

CROSBY'S MUSIC HALL.

"Sir Walter Raleigh."

THE

Rev. Hugh Miller Thompson, D.D.

Lectures to-night at 8 o'clock for the benefit of Calvary Church,
Admission, 50 Cents.

LIBRARY HALL.

THE WORLD-RENOWNED

DAVENPORT BROTHERS,

Will appear for SEVEN NIGHTS MORE

In their Mysterious and Startling Wonders.

To-night, at 8 o'clock; doors open at 7. Admission, 50c, reserved seats 25c extra. Tickets can be secured at the Western News Company, 121 and 123 State-st.
GRAND MATINEE on Saturday, at half-past 2 p. m.

CHICAGO MUSICIANS' UNION.

The Annual Ball
OF THE
Chicago Musicians' Union
TAKES PLACE
On WEDNESDAY NEXT, Nov. 24,
At the NORTH SIDE TURNER HALL.
ADMISSION, ONE DOLLAR.
Tickets to be had of the members of the Union and at the ticket box.

AVENUE HALL,
143 Twenty-second-st.,
TUESDAY EVENING, Nov. 23, at 8 o'clock, lecture
By Rev. Dr. R. F. Burns.
Subject (by request)—"POETS OF ENGLAND."
For the Benefit of Christ Church Sunday School.
ADMITTANCE, 25 CENTS.

AUCTION SALES.

(ESTABLISHED 1856.)
WM. A. BUTTERS & CO.
Auctioneers and Dry Goods Commission Merchants,
5, 7, 9 AND 11 RANDOLPH-ST.

TWO HUNDRED
Choice Oil Paintings!
FROM THE CELEBRATED
FINE ART GALLERY
—OF—
CHAS. RODES, ESQ., NEW YORK,
To be Sold at Auction,
ON MONDAY AND TUESDAY,
November 22d and 23d, at 10 o'clock a. m. and 2½ p. m.

This collection embraces many of the choice works of art of some of the most reputable artists of the present day. Each Painting is mounted in a

FINE GOLD LEAF FRAME.

☞ The collection will be on exhibition on Friday before the sale.

WM. A. BUTTERS & CO.,
Auctioneers.

CATALOGUE SALE OF
STAPLE DRY GOODS,
Custom-Made Clothing,
AND
BOOTS AND SHOES.
AT AUCTION.
On Wednesday and Thursday Mornings, November 24 and 25,

Sales commencing at 9½ o'clock, at our large and spacious salesrooms, up stairs, Nos. 5, 7, 9 & 11 Randolph-st. The catalogue will embrace consignments of the greatest variety of salable Dry Goods, Beavers, All Wool Cassimeres, Union Cloths and Cassimeres, Cloakings, Woollens, Knit Goods, Shawls, Shirts and Drawers, Negligee Shirts, Threads, Yarns, Satins, Velvets, Silks, Muslins, Merinos, Flannels, Yankee Notions, etc.

A large and most desirable line of fine winter Custom-Made Clothing, Buck Gloves and Gauntlets, Boots, Shoes, etc. Also, a fine stock of

FUR GOODS,

for ladies' and men's wear. Sale peremptory.

WM. A. BUTTERS & CO.,
Auctioneers.

GEO. P. GORE & CO.,
22, 24 and 26 Randolph-st.,
Auction and Commission Merchants
For the sale of GENERAL MERCHANDISE, FURNITURE, &c., at

SPECIAL SALE
AT AUCTION,
On TUESDAY, Nov. 23, at 9½ a. m.,
OF A SPLENDID LINE OF
CUSTOM-MADE CLOTHING,
Hats and Caps, All-Wool Shirting Flannels, Linseys, Cassimere Shirts, Hosiery, Ladies' and Misses' Velvet and Plush Hats, Linen Hdkfs., Edgings, Cuffs, &c.

On WEDNESDAY, Nov. 24, at 9½ a. m.,
A LARGE AND COMPLETE STOCK OF
BOOTS AND SHOES.
BY
GEO. P. GORE & CO.,
22, 24 and 26 Randolph-st.

By EDWARD F. THOMAS & CO.

CHATTEL MORTGAGE SALE of furniture, consisting of the entire fittings-up of 14 rooms, removed from [illegible] Halsted-st., to be sold at auction at [illegible] Blue Island-av., on Monday evening, at 7 o'clock, precisely, without reserve. EDW'D F. THOMAS & CO., Auctioneers, [illegible] West Madison-st.

FOR SALE.

FOR SALE—CHEAP—SALOON FIXTURES, 1 Piano, 1 pigeon hole table, &c. Apply at [illegible] State-st.

FOR SALE—ONE WILSON LARD TANK, IN perfect order. Will be sold cheap. Apply at [illegible]

FOR SALE—A MEDIUM-SIZED FIRE AND burglar-proof safe, nearly new. Will be sold at a liberal discount from cost, or will exchange for a larger side-door fire-proof safe. Address [illegible], Tribune office.

BOARD WANTED.

[illegible]

CITY REAL ESTATE FOR SALE.

[illegible]

SUBURBAN REAL ESTATE FOR SALE.

[illegible]

COUNTRY REAL ESTATE FOR SALE.

[illegible]

REAL ESTATE WANTED.

[illegible]

TO RENT—HOUSES.

[illegible]

TO RENT—ROOMS.

[illegible]

TO RENT—OFFICES AND STORES.

[illegible]

BUSINESS CHANCES.

[illegible]

HORSES AND CARRIAGES.

[illegible]

FINANCIAL.

[illegible]

CLAIRVOYANTS.

[illegible]

LOST AND FOUND.

[illegible]

MUSICAL INSTRUMENTS.

[illegible]

HELP WANTED—MALES.

[illegible]

HELP WANTED—FEMALES.

[illegible]

SITUATIONS WANTED—MALES.

[illegible]

SITUATIONS WANTED—FEMALES.

[illegible]

AGENTS WANTED.

[illegible]

WANTED—TO EXCHANGE.

[illegible]

PARTNERS WANTED.

[illegible]

MACHINERY.

[illegible]

MISCELLANEOUS.

[illegible]

DETECTIVE AGENCIES.

[illegible]

WASHINGTON.

Spanish Gunboat Question Assumes an Important Phase.

President on the National Finances.

ition of the National Banks.

ch of the President to the New Haytien Minister.

ecial Despatch to The Chicago Tribune.

WASHINGTON, D. C., Nov. 21.

THE SPANISH GUNBOAT QUESTION

[illegible]

NEW YORK.

Special Despatch to The Chica

[illegible]